



Minutes Tempe Aviation Commission October 14, 2003

Minutes of the Tempe Aviation Commission held on October 14, 2003, 6:30 p.m., at the Public Works Conference Room, Garden Level City Hall Complex, 31 E. Fifth Street Tempe, Arizona.

(MEMBERS) Present:

Richard A. Collins
Bernard A. Eilers
Greg Ellison (Chair)
Peter Graves
Jack P. Heffernan
John T. Irvine
Cyndi Newburn
Joseph Young

Guests Present:

George Sullivan, Aviation Consultant
David Schwartz, Goodman Schwartz Public
Affairs

Citizens Present:

David Swanson
Brian Young

(MEMBERS) Absent:

Jay Norton
Peter Schelstraete
Carl Triphahn
James B. Vandeventer

City Staff Present:

Randy Gross, Manager Community
Relations Department
Oddvar Tveit, Aviation Coordinator

Meeting convened at 6:36 p.m.

Greg Ellison called the meeting to order.

Agenda Item 1 – Consideration of Meeting Minutes: (September 9, 2003)

The minutes from September 9, 2003 were unanimously approved.

Agenda Item 2 – Staff Update

Oddvar Tveit addressed what was included in the meeting handouts. The FAA's drafts for chart changes to 3 departure procedures presented by Greg Smith to the members at the last meeting were included. Any requests for further discussions of these drafts were referred to agenda item 6.

1. MAG RASP draft Working Paper #5

The RASP Working Paper #5 deals with the evaluation of development alternatives for airports in the MAG region, a copy of the draft summary was included in the handouts. Oddvar Tveit summarized the conclusions of the evaluation of the alternative development scenarios:

Status Quo:

Benefits: User convenience is considered to be high, minimal or neutral impacts on the airspace.

Downside: Increase in delay particularly with a high growth in demand at Sky Harbor.

Improved Technology

Benefits: No financial costs for the MAG members, reduction in delay of 30% compared to status quo.

Downside: Potentially severe impacts on Luke AFB.

Maximized Airport Development

Benefits: Reduction in projected delay, user convenience, and limited impact on emissions.

Downside: Significant increases in noise impacts to non-compatible (residential) land uses for Phoenix airports at Sky Harbor and Deer Valley. Most of the total cost for this alternative is the development of a 4th runway at Sky Harbor with amenities. Moderate to severe impacts on Luke AFB airspace. Implementation of this alternative at Sky Harbor is considered to be difficult.

New Airport Development

Benefits: Likely to reduce the size of noise impacted areas of existing airports, moderate impact on emissions, and reduction in projected delay.

Costs: Highest financial costs because of land acquisition and building a 9,000 feet runway for a supplemental commercial airport. New GA airports have severe impacts on Luke airspace, and new commercial airports to the south or in the north valley, have potentially severe impact on Sky Harbor airspace.

The draft can be accessed at the MAG web site;

<http://www.mag.maricopa.gov/pdf/cms.resource/MAG-RASP-WP532998.pdf>.

A technical staff meeting was scheduled on October 17, 2003, and the deadline for comments is set for October 28, 2003.

2. The FAA Reauthorization Bill

Congress is trying to settle a partisan dispute over FAA's authority to contract out/private air traffic control services. A Conference Committee that is working on a proposal to settle the differences between the House and Senate versions of the FAA Reauthorization Bill has inserted elements, that if approved, may have impacts for Tempe residents.

The Trent Lott amendment to the House Bill (H.R. 2115) would ban any federal money going to sound insulation of any residential areas whose aviation noise levels are below the 65 DNL (Day Night Level) noise contour. Apparently this revision was inserted to limit the proposed sound insulation program at Minneapolis-St. Paul International Airport that would extend the program to include residential areas within the 60 DNL noise contour. If passed by the Senate, the legislation may have impacts in North Tempe, where single family residential areas currently are eligible for the Phoenix RSAP (Residential Sound Assistance Program). With a limitation on the FAA's ability to use the Airport Improvement Fund to reimburse airports for sound insulation projects beyond the approved 65 DNL noise contour line, Phoenix would need to review the eligibility criteria for participation. Currently a combination of noise contours from 1999 and 1992, when the program was introduced, are used to determine eligible homes. The program

would not extend as far into north Tempe, if the City of Phoenix decides that only the approved 65 DNL noise contour lines for 1999, 2004 and 2015 may be applied in the future.

Agenda Item 3 - Update from Phoenix Sky Harbor on current aviation activities

There was nothing to report.

Agenda Item 4 - Consideration of a statement regarding the monitoring of aircraft compliance with noise mitigation flight procedures over Tempe

Greg Ellison presented a draft for a letter to the Mayor and council regarding the IGA and flight track compliance monitoring. The draft was discussed among the members. Issues raised were:

- The relationship between a sentence in the draft stating violation of the agreement with regard to the monitoring of compliance and a referenced paragraph in the IGA that deals with the establishment and functions of the Noise and Flight Track Monitoring System.
- The substance of the existing disagreement with Phoenix, as far as it relates to the 4-DME departure procedure and how aircraft compliance should be monitored.
- The inclusion of support to the City's legal challenges to changes in flight procedures.

The members agreed to a statement to be included in a revised draft that would be presented at the next meeting.

Agenda Item 5 -Positive Awareness Program

Greg Ellison wanted to revisit the history behind the TAVCO initiative and the reasons why the program was not continued. Program elements included information about noise procedures on signs at runways and taxiways.

George Sullivan added that FAA's position on the issue of including noise information on published flight procedures had been raised by the airport administration after this option was suggested by TAVCO. He would check what signage the airport has in place and provide pictures to the members.

Agenda Item 6 - Commissioners' business (topics for future discussion)

Greg Ellison suggested the Phoenix depiction of monthly compliance be included in the TAVCO report.

Joe Young suggested that a revised letter of recommendation to the Mayor and Council be discussed at the next meeting that is more reconciliatory. It should express a will to mediate differences. He also suggested that the commissioners should be able to access information about the total numbers of Tempe citizens that work for the Alaska, America West, FedEx, UPS airlines in Tempe, and how many citizens with a Tempe zip code are employed at Sky Harbor.

Dick Collins questioned why the vacant position on the Commission had not been filled. Peter Graves commented that the Mayor has made appeals to the public to apply for vacant commissioner positions.

Agenda Item 7- Public Appearances

David Swanson thanked the members for a vigorous debate and the work they do for residents under the flight paths.

Agenda Item 8 - Schedule next TAVCO meeting

The Commission's next meeting will be November 18, 2003.

Agenda Item 9 - Adjournment

The meeting was adjourned at 7:52 p.m.

Prepared by: Oddvar Tveit

Reviewed by: David McNeil

Authorized Signature
Environmental Program Supervisor
Attachment: Expense Flowchart: Aviation